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THE FAVOURITE BEER
OF JAPAN.
Per Case of 3 Doz. \$10
PURE AND PALATABLE
SOLE AGENTS—
H. PRICE & CO.,
12, Queen's Road.

Hongkong Daily Press.

ESTABLISHED 1857.

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BRANDIES HAVE A WORLD-
WIDE REPUTATION.
Per Doz.
V.S.O.P. \$20
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No. 14,071 號壹十第零千肆萬第 日肆初月肆年亥十二緒光 HONGKONG, THURSDAY, APRIL 30th. 1903 肆拜禮 號十壹月肆年叁零百九仟壹英港 價銀, 3 PER MONTH

TWO TABLE SPOONFULS OF
WATSON'S
HOUSEHOLD
AMMONIA
ADDED TO THE BATH GIVE A
SPLENDID TONE TO THE SYSTEM.
A. S. WATSON & CO.
LIMITED,
MANUFACTURING CHEMISTS.
ESTABLISHED 1841. [a1546]

CUTLER, PALMER
& CO.'S
PRICE \$11.75 PER DOZEN
NET
"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO., Hongkong. [a146]

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE.
WEEK DAYS.
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 10 minutes.
9.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 7.00 p.m. ... Every 10 minutes.
7.00 p.m. to 8.00 p.m. ... Every 15 minutes.
NIGHT CARS.
8.45 p.m. & 9 p.m., 9.45 to 11.15 p.m., very 1 hour.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.
8.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS on Week Days
SATURDAYS.
Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 28 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st October, 1902. [a1038]

VICTORIA
CYCLE
EMPORIUM.
THE pleasure of cycling consists in having
a First-class Machine, and the above
Establishment is always leading in this respect.
We are Agents for the famous "NEW
ROWE" and "MONOPOLE" CYCLES,
and we supply fittings of every description.
Bargains can be had in Second-hand Machines.
Repairs executed with promptitude and skill.
Enamelling a Specialty.
43 & 43A, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901. [a2584]

MACLAREN'S IMPERIAL
CANADIAN CHEESE,
IN JARS (MEDIUM AND SMALL).
Wholesale and Retail from
LANE, CRAWFORD & CO.,
SOLE AGENTS.
Hongkong, 22nd October, 1902. [a290]

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
In Casks of 37½ lbs. net \$3.50 per Casker Factory.
In Bags of 250 lbs. net \$3.40 per bag of Factory.
SHEWAN, TOMES & CO.,
General Managers.
Ho-g-tour, 1st April, 1903. [a3281]

GERUCHT.
WIED ein Deutscher als Vertreter für
den deutschen Markt. "Eisenach"
Gehaltsbedingungen nach Uebereinkunft.
Adressen:
VORSTAND, KLEIN-EINTRACHT.
Hongkong, 16th April, 1905. [a1170]

OREGON LUMBER.
THE Underwood, being closely connected
with the leading MILLS at PORT-
LAND and PUGET SOUND, are always pre-
pared to book orders for any specifications at
LOWEST RATES.
SIEMSEN & CO.
Hongkong, 14th February, 1901. [a168]

W. BREWER & CO.
23 and 25, QUEEN'S ROAD.
NEW BOOKS AND NEW EDITIONS.
Against Odds, by Lynch \$0.45
Play or Pay, by Hawley Smart 0.45
NEW STOCK.
OLD COURT HAND PENS.
STRAKER'S FACSIMILE INK.
TRACING LINEN.
PENHOLDERS.
MAPPING PENS.
SLAZENGER'S E.G.M. AND DEMON
TENNIS RACKETS.
SANDOW'S DEVELOPERS.
TENNIS NETS.
TYPEWRITER RIBBONS, for leading
machines, half-price the makers' charge.
TABLE TENNIS.
PHOTO. SCRAP-BOOKS.
EGYPTIAN CIGARETTES BY BEST
MAKERS. [a33]

COTTAM & CO. FIRST-CLASS OUTFITTERS.
SHIRTS.
WHITE, PRINT, ZEPHYR, AND MATT SHIRTS.
SMART DESIGNS. STYLISH FINISH. [a36]

MERE FILTRATION is, as people are now beginning to understand,
QUITE INEFFECTUAL for destroying the worst organisms that water
may contain.—"Daily Telegraph."
THE AQUARIUS COMPANY use PURE DISTILLED WATER
ONLY in the manufacture of ALL their TABLE WATERS.
Telephone
No. 76.
CALDBECK, MACGREGOR & CO.
AGENTS,
AQUARIUS COMPANY.
Hongkong, 18th April, 1903. [a25]

CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:—
SUPERB OLD COGNAC,
\$25 PER DOZ.
Distinguished by Four Stars on the label.
ANOTHER FINE COGNAC, \$18.50 per doz.
Less old than the above.
IMPERIAL BRANDY
\$12.50 PER CASE.
THE ELITE OF WHISKY—
THE "PALL MALL,"
\$22 PER DOZ.
11 Years old the finest quality shipped.
Each bottle bears an Analyst's certificate.
O. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
\$11.75 PER DOZ.
Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS THEY ARE UNEQUALLED AT THE PRICE.
AGENTS—SIEMSEN & CO., HONGKONG. [a45]

C. P. & Co.'s INVALIDS' PORT
\$22 PER DOZ.
This fine Wine is old, soft, and of grand flavour
See analysis and certificate by Professor Cassal.
DOURO PORT,
\$15.75 PER DOZ.
A fine, full, and fruity wine.
AMOROSO SHERRY,
\$22 PER DOZ.
LA TORRE SHERRY,
\$18.50 PER DOZ.
A natural and most pleasant wine to the taste.
BENEDICTINE LIQUEUR—
D.O.M.,
\$43.75 PER DOZ. QUARTS.
\$45.50 PER 2 DOZ. PINTS.

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GENUINE FIRST HAND PLANOS
BY THE FOLLOWING LEADING MANUFACTURERS:
COLLARD & COLLARD, BROADWOOD,
STEINWAY, DORNE, AND CHALLENGE.
CAN ONLY BE OBTAINED FROM
LANE, CRAWFORD & CO.
THEIR SOLE AGENTS IN HONGKONG.
N.B.—In consequence of the NUMEROUS FRAUDS practised on the Public by Makers
of COUNTERFEIT PLANOS, the names of the well-known firm of
COLLARD & COLLARD upon them, the latter have adopted the precaution of supplying
with each Piano a CERTIFICATE OF AUTHENTICITY Signed by their Firm, and it is
earnestly requested that purchasers TO-AVOID imposition will BEFORE PURCHASING
inspect on its production, and satisfy themselves that the number and description of the instru-
ment correspond with the particulars in the Certificate.
LANE, CRAWFORD & CO. [a34]

REMINGTON TYPEWRITERS
WITH ALL REQUISITES
SIEMSEN & CO.
SOLE AGENTS. [a76]

TIME IS THE TEST
OF ALL THINGS
A SALE WHICH HAS BEEN INCREASING WEEKLY SINCE FIRST
INTRODUCED INTO THIS COLONY, POINTS TO BUT ONE THING. IT
MUST NEEDS BE GOOD TO WITHSTAND THE IMMENSE PRESSURE OF
UPRISING COMPETITION AND YET DEFY COMPARISON. SMALL
MARVEL, THEREFORE, THAT WITH THE FLIGHT OF WEEKS
WATKINS' CROWN BRAND
STONE GINGER BEER
HAS BECOME KNOWN AS THE FAVOURITE BEVERAGE OF THIS COLONY
[a37] **WATKINS, LD., HONGKONG.**

THE
LAHMEYER ELECTRICAL CO. LD.
LONDON,
AND
ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.
W. LAHMEYER & CO., FRANKFURT A/M.
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to—
SIEMSEN & CO., SOLE AGENTS FOR CHINA. [1243]

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LADY ROSE'S DAUGHTER, by Mrs. Humphrey Ward ... \$1.75
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A THIRD POT POURRI, by Mrs. C. W. Earle ... 6.50
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SIXTY YEARS ON THE TURF: LIFE AND TIMES OF GEO. HODGEMAN 1840-1900, by C. R. Warren; Illustrated ... 6.75
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ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND KOWLOON.
INCANDESCENT LAMPS, ARC LAMPS AND NERNST LAMPS SUPPLIED.
ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.
Apply to—
THE MANAGER OF WORKS AT HUNGHOM;
OR
SHEWAN, TOMES & CO., General Managers. [a426]

KODAKS, FILMS, PAPERS.
PHOTOGRAPHIC GOODS OF EVERY DESCRIPTION.
DEVELOPING AND PRINTING UNDERTAKEN.
GOOD WORK. PROMPT RETURN.
THE CHEAPEST AND MOST UP-TO-DATE STORE IN CHINA.
ACHEE & CO.,
17A, QUEEN'S ROAD CENTRAL.
FEW DOORS EAST OF HONGKONG HOTEL
Hongkong, 1st April, 1903. [139]

JUST RECEIVED.
FRUIT SYRUPS.
DELICIOUS FOR THE HOT WEATHER MIXED WITH ANY EFFERVESCENT WATER.
MULBERRY, GRENADINE, CHERRY, GOOSEBERRY, RED CURRANT, STRAWBERRY, ORANGE, CITRONS, RASPBERRY, ORANGE, ORGEAT GUM, GROSEILLE.
LEMON SQUASH, LEMON JUICE, LIME JUICE CORDIAL.
G. GIRAULT. [40]

INSURANCE
THE STANDARD LIFE ASSURANCE COMPANY.
(ESTABLISHED 1825.)
Funds ... \$10,000,000
Claims Paid ... 21,000,000
Revenue ... 1,900,000
THE STANDARD is the ONLY British Life Office having a LOCAL BOARD OF DIRECTORS in the Far East with full powers to accept proposals, issue policies, pay claims and surrenders, and advance loans.
ON THE SPOT without reference home. Attention is respectfully drawn to the advantages of securing in a large BRITISH Company of old reputation.
For full Particulars and Rates, apply to—
Messrs. DODWELL & CO., LD., Agents.
[6-a1797]

HOTELS.
HONGKONG HOTEL
A First Class Hotel in every respect. Elegantly Furnished Reading, Drawing Room, and Smoking Rooms. Private Bar and Billiard Rooms for Hotel residents.
Dining Accommodation for 500 persons. Private Dining Rooms.
Special Dining Room for large parties. Ladies' Afternoon Tea Rooms with European Matron in attendance.
Ladies' Cloak Room.
Ping-Pong Room.
Hydraulic Elevators to every floor.
Electric Lighting.
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Hot and Cold Water throughout.
Wines and Groceries specially imported by the Hotel.
Wines cooled by Hotel refrigerating machinery.
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Bedroom Accommodation—131 rooms.
Fire Extinguishing Mains and Emergency Exits on every floor.
CHARGES MODERATE.
H. HAYNES, Manager. [a49]

THE PEAK HOTEL.
Admirably Situated. Sheltered from the North-East Monsoon and Open to the South-West Monsoon.
A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS INTO THE HOTEL.
Telephone No. 29.
Town Office: 7, DUNDRELL STREET. [a132]

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms. Private Bar and Billiard-Rooms. Hot and Cold Water throughout. Electrically Lighted.
Electric Passenger Elevator to each floor. Table D'Hôte at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 24th April, 1903. [a1265]

CONNAUGHT HOUSE.
A FIRST CLASS HOTEL Situated near the Banks and Principal Offices. Excellent Cuisine and Wines. Large and lofty Rooms. Elegantly Furnished. Hydraulic Elevator, hot and cold water throughout.
Special Rates for Tourists. Launch Service for Guests.
For Terms, apply to the—
MANAGER.
Hongkong, 31st October, 1902. [a49]

HOTEL CRAIGIEBURN.
PLUNKET'S GAP, The PEAK, near the Tram Terminus.
Tel. 56.
For Terms, apply to the—
MANAGER.
Hongkong, 2nd July, 1900. [a40]

"BOA VISTA"
(HOTEL-SANTARUM OF SOUTH CHINA)
MACAO
HAS been re-opened under European management and most strict supervision as a food, cleanliness, and hygiene of the place. All comforts of a home.
A most pleasant retreat for those desiring of a few days rest and quiet.
Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.
Macao is 40 miles south-west of Hongkong. One steamer (a.s. Heungshan), daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.
Cable Address—"BOA VISTA"
For Terms, apply to
THE MANAGER. [a254]

HOTEL INTERNACIONAL.
THE MOST COMFORTABLE HOTEL in Macao. Beautifully situated in Praya Grande next to Government House. Telegraphic Address: "Internacional."
Apply to—
THE MANAGER.
Hongkong, 4th October, 1902.

INTIMATION

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ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

SCOTCH WHISKY.

WATSON'S

CELEBRATED BLEND

VERY OLD LIQUEUR

SCOTCH WHISKY.

A blend of the finest WHISKIES distilled in SCOTLAND, of great age; very fine and mellow.

Pronounced by Connoisseurs to be the BEST BLEND in the FAR EAST.

Per Dozen ... \$16.50

The following are also recommended, and are unsurpassed in quality:—

A.—THORNE'S BLEND ... \$12.00

B.—GLENORCHY, MELLOW BLEND, a fine 'SODA'

Whisky of great age ... 12.00

C.—ABERLOUR-GLENLIVET 13.50

D.—H.K.D. BLEND of the Finest

Old Malt Scotch Whiskies 16.00

A. S. WATSON & CO.

LIMITED.

THE HONGKONG DISPENSARY.

[3]

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to THE EDITOR for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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Telegraphic Address: Press, Colon: A.B.C. 5th Ed. Lieber's

P.O. Box, 33. Telephone No. 12

BIRTH.

On the 28th April, at Kowloon, the wife of Captain TULLOCH, Royal Artillery, of a son. [1913]

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 30th April, 1903.

LORD ROSEBERRY, in a speech in the House of Lords last month, which was awaited with that eager interest which all his public utterances now command, wrote upon his "clean slate" a few lines which, if we may judge from the nature of the Budget proposals, the Government has seriously taken to heart. His lordship brought forward a motion approving the proposed Council of National Defence, and expressing the earnest hope that the first efforts of that Council may be directed to the adjustment of the national armaments to the naval, military and financial conditions of the Empire. Lord ROSEBERRY's speech was a clear and vigorous expression of the views common to the great mass of the people of England upon the subject of our national expenditure. Increasing national expenditure is common to all countries, and for much the same reasons. During the last three years, for example, the French budgets have shown a total deficit of £29,000,000. In England the ordinary expenditure of the country has gone up during the last seven years at the rate of 5½ millions a year. The national debt, funded and unfunded is now £800,000,000, and the municipal debt is nearly £300,000,000. As Lord ROSEBERRY said, no one believes that the latter debt is likely to diminish, but rather will it increase, and his lordship did but voice the general feeling of the country when he expressed the view that in face of these facts the people of England had to settle down to a fixed and

firm prospect of a permanent income tax of 1s., with bread stuffs and coal in a permanent state of taxation. To the taxpayers, he said, the only result of a victorious war seemed to have been a machinery to stereotype for all time war taxation upon the country. "It is the question of finance," Lord ROSEBERRY continued, "that dominates and must dominate our national policy. It was our money bags that weighed down the first NAPOLEON. You are depleting our money bags now; you are bleeding us to death in time of peace. The Government say we cannot spend less; if that is true then our state must indeed be parlous, for I do not know what we should do if we were faced with the additional expenditure of war." This point was emphasised by the DUKE OF MARLBOROUGH, from the Government side of the House, who insisted that a financial reserve is not less vital to the nation than efficiency of the Army and Navy. Yes, it is a reserve that needs to be well looked after. Consols have been down to 90, though since the Government has taken fourpence off the income tax the quotation has improved. If the new Irish Land Bill is passed, the Government will require another £100,000,000 to buy out the landlords, and a fresh loan for the Transvaal is expected any week. No wonder that the British taxpayer is crying "Halt" to the national expenditure. The reply made on behalf of the Government to Lord ROSEBERRY's protest was cold comfort. "The taxes are only high," said Lord SELWYN, "because we have reduced the possible bases of taxation to a minimum." The wholly unanticipated reduction of four-pence in the income tax must be regarded as a substantial sob to CERNERUS.

The best news of the day is that the exchange value of the dollar is 8½d.

Field-Marshal Count von Waldersee is about to pay a visit to New York which is the birth-place of his wife.

A case of plague having occurred amongst the Chinese prisoners, Victoria Gaol is under going disinfection.

A fine of \$25 was imposed at the Magistracy yesterday on a native tradesman whose scales were unjust to the extent of 10 per cent. against the purchaser.

The three-funnelled Russian first-class cruiser *Bogatyr*, accompanied by the torpedo-boat destroyers *Bourne* and *Boyle* arrived at Singapore on the 21st inst.

Ten cases of plague (all Chinese, and nine fatal) were reported during the day ended at noon yesterday. Three bodies were dumped. The year's cases now number 404.

Gun practice will be carried out from Stonecutters' on 6th prox. at targets in a W. and S.W. direction, commencing about 9 a.m. and ending about 11 a.m., if the range is clear.

Stoker Day, of H.M.S. *Ocean*, who was a passenger to London by the steamer *Glaucus*, died at sea, and was buried with naval honours at Singapore, a funeral party from H.M.S. *Pique* attending. The deceased had been invalided home.

The hearing of the charge against the Chinaman who is accused of complicity in the murder of Yeung Ku Wan, the Reformer, in his house at Gage Street two years ago, was resumed before Mr. F. A. Hazeland, Police Magistrate, yesterday, again within closed doors.

No information is available concerning the extradition of E. P. Moffitt, ex-secretary of the Dairy Farm Company, who is alleged to have embezzled money belonging to the company. Lance-Sergeant Earnor, who went in pursuit of Moffitt, is having all the benefit of the delay in the shape of an unexpected holiday.

The police are offering a reward for information concerning the whereabouts of the two ricksha coolies who are alleged to have caused the death of another ricksha coolie during a fight near the Hongkong Hotel in Des Vaux Road some few weeks ago. The deceased sustained a rupture of the spleen, and died in the street.

The *Shanghai Mercury* is informed that the new steam pilot boat *A. M. Bidee*, which was built to the order of the Shanghai Licensed Pilots in Hongkong, but which has been in the hands of the electricians at Shanghai since its arrival, owing to the plant from home not having arrived, is now about ready to go into commission and that a trial trip will be run some time next week.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Hongkong and Kowloon Wharf and Godown Co.	\$100
Wong Shun Tak Tong	50
J. J. Dos Remedios & Co.	25
J. H. Cox	10
E. A. Irving	10
C. H. Mitchell	10
R. Martin	10
A. G. Morris	10
G. Foxworth & Co.	10
N. Kelly & Co.	10
E. Nishikawa	10
W. Hutton Potts	10
Noronha & Co.	10

The M.M. steamer *Lace*, formerly on the Indo-China but now on the Australian line, has had her name changed to *Dumbie*.

The *Straits Times* says that at the recent Handel Exhibition 1902-3, Messrs. C. Dupire & Co., merchants, of Singapore, were awarded two gold medals for samples of Straits produce, such as gambier, pepper, copra, &c., exhibited by that firm.

In view of the stagnation of trade of which we are hearing so much and are likely to hear more, says the *Bangkok Times*, it is interesting to put on record the fact that the Customs dues collected on last month's imports amounted to upwards of Ticals 30,000 above the average.

Mr. Marconi, dining as the guest of a London club, found himself approached after dinner by one of his hosts, and thus addressed:—"Ah, my dear Mr. Marconi, so many of us would be delighted, really delighted, if you would be so very kind as to play us your famous intermezzo before we part." The *rules* of Marconi and Mascagni are not interchangeable.

While sailing from Koochi on the 16th inst. for Kobe, the Japanese steamer *Kohan-maru* (632 tons) stranded at the entrance of the harbour. The passengers on the vessel were all removed to another steamer and brought to Kobe the next morning, and the *Kohan-maru* was refloated that afternoon. She was taken to Osaka for repairs at the Osaka Iron Works.

The *Shanghai Mercury* says:—An agreement has been arranged between the Commissioner of Weihaiwei and Messrs. Butterfield and Swire as to a mail service between Shanghai and Weihaiwei. A China Navigation Company's steamer is to be in readiness to leave Shanghai within twenty-four hours, or not later than forty-eight hours after the arrival of the British and French mails at that port. There is to be a weekly service also from Weihaiwei to Shanghai. For these services the C.N.A. Co. is to receive a subsidy. The service is to take effect from the 1st May. A limited number of passengers will also be carried by these vessels.

The *Peking Gazette* in the course of an article on the rise in the price of foodstuffs in that part of the world says:—Surely it must pay the market gardener to cultivate a few acres, or the poultry farmer to run his small establishment, yet we do not find these people settling here. In China there must be hundreds of families who would be willing to come here and make a decent and comfortable living were any inducement held out to them, but apparently nobody has taken up the matter. Everybody is ready to talk upon the dearth of coolies, but it is not the coolie alone that we need. What we want is a large influx of the small farmer class, men who would bring their wives and families with them and add to the food of the Settlement.

A rather daring swindle to the extent of Tcs. 1,000 was recent, by attempted on the Bangkok branch of the Chartered Bank of India, Australia and China. It appears that Mr. Forbes, the Manager of the Bank, who is now in Europe, left behind him a couple of unused cheque books. The office boy, a Siamese, it is alleged, succeeded in obtaining access to the drawer in which they were looked and appropriated two blank cheques. He afterwards left the service of the Bank and is then alleged to have entered into a conspiracy with a friend to pass the cheques. Signing the name of a Japanese depositor to the sum of Tls. 1,000, he sent the confederate to the Bank to draw the money. The appearance of the man and the writing on the cheque raised no suspicion. The mistake, however, was soon discovered and the police having been communicated with, they soon placed the ex-office boy under arrest. The Siamese who got the money is still at large. The other missing cheque had not been presented at the Bank.

THE "ZAFIRO" MYSTERY.

To-day will see the commencement in the Supreme Court of an action arising out of what has come to be known as "The Zafiro Mystery." It will be remembered that when the China and Manila Steamship Co.'s s.s. *Zafiro* arrived at Manila from Hongkong, whence she had sailed on 12th September last, it was reported that a sum of \$50,000 gold alleged to have been put on board here for transportation to Manila was not to be found, and was at the time alleged to have been stolen. The case will be tried by special jury.

SALE OF GUNBOATS.

H.M. unprotected gunboats *Esk* and *Firebrand* were sold by public auction yesterday by Messrs. Hughes & Hough, Government Auctioneers. The sales took place on board the vessels, a launch conveying intending purchasers of whom there were many, both European and Chinese, from Blake Pier. For the *Esk* the first bid was \$4,000; she was ultimately knocked down to Mr. Chin Kee for \$10,300. Her dimensions are—length, 115 feet; breadth, 34 feet; displacement, 363 tons. Her hull is of iron, she is fitted with Hawthorn's engines and has two cylindrical tubular boilers and three wooden masts.

When the *Firebrand* was put up for sale the bidding started at \$5,000 and rapidly rose to \$16,000, at which figure she was secured by Mr. Chee Wo. This vessel is 134 feet long, 23 feet 6 inches broad; of 455 tons displacement; has a composite copper-sheathed hull, engines by Thomas, two cylindrical tubular boilers and three wooden masts. The Admiralty do not guarantee the ships as fit for further sea service. Mr. T. F. Hough conducted the sales.

TELEGRAMS.

REUTER'S SERVICE.

THE UNITED STATES AND RUSSIA IN CHINA.

LONDON, 27th April.

The Washington State Department on the 19th February last handed the Chinese Minister, a note pointing out the danger attending the surrender of Chinese territory. Copies of the note were forwarded to the Powers.

LATER.

The American Ambassador at St. Petersburg has been instructed to present a note on the subject of Manchuria, which while ostensibly only an enquiry is substantially a strong protest. Reuter's Agency is informed that China has formally refused the Russian demands re Manchuria.

AUSTRALIA AND THE MAIL SERVICE.

LONDON, 27th April.

Australia has notified the British Post Office that the Federal Government will not become a party to any future Mail C contracts involving steamers employing coloured labour.

BURGLARIES.

During the past two months a number of burglaries occurred in Chinese houses, and the circumstances attending their perpetration left little doubt in the minds of the police that an organised gang was at work. "Acting on information received," to use an official phrase which means a lot but conveys nothing to the ordinary enquirer, Sergeant Kerr, in charge of a party of constables, raided a house in West Point about a week ago and arrested five men and two women, all Chinese, for being concerned in these burglaries. They were brought up on remand yesterday, before Mr. J. H. Kemp, Acting Police Magistrate. The value of their booty, which consists of jewellery, clothing, bedclothes, etc., etc., and which made a formidable heap as it lay on the table of the small Court, is estimated at \$1,000.

THE "KIAUTSCHOU'S" DEPARTURE.

AN EXCITING INCIDENT.

The departure yesterday from her wharf at Kowloon of the German mail steamer *Kiautschou*, homeward bound, was marked by an unusual and exciting incident. As a glance at the passenger list will show, she carries several Hongkong residents whose friends assembled in considerable numbers to wave a last good-bye and to about a parting farewell. They were congregated at the end of the wharf, a good point of vantage for occasions of the kind, and as the big liner cast off the restraining cables and slowly gathered way fluttering handkerchiefs waved messages of good-will from ship and shore. Then came the excitement. Caught by the current, and not having gathered sufficient speed to resist its force, the *Kiautschou's* stern swung round against the wharf at the place occupied by those who had come to see her off. There was an ominous grinding and tearing as the stout timbers were displaced by the mighty weight of the steamer, but the night-seers had had warning and escaped to safety in time. The damage to the wharf is not serious, and a repairing gang were quickly at work to put everything right.

GREAT FIRE AT BANGKOK.

A great fire occurred at Bangkok on the 17th inst., when twenty acres of houses were destroyed. A number of men and women were gambling in a private house, and during a dispute a kerosene lamp on the gaming table was accidentally overturned setting fire to the building. Water was poured upon the burning fluid which, of course, helped to spread it. His Majesty the King, His Royal Highness the Crown Prince, several Royal Princes and a number of leading Siamese nobles came to the scene in their carriages and took a keen interest in the operations of the firemen. His Majesty was greatly concerned at the lamentable destruction and danger of the fire and personally exerted himself to the utmost in directing the efforts of those engaged in combating the flames. A Siamese woman and an Indian lost their lives in the fire. The total loss is roughly estimated at one million ticals.

WEATHER REPORT.

The Hongkong Observatory issued yesterday the following report:—

The barometer has fallen over Japan; risen over the China coast, particularly in the North.

The depression is moving Eastwards over W. Japan, and an area of high pressure lies over Central China.

Fresh to strong N.E. winds in the Formosa Channel, and moderate N.E. winds over the N. part of the China sea.

Forecast:—Moderate to fresh N.E. winds; cloudy, some drizzling rain or mist.

Telegraphic communication between the Observatory and Hongkong is interrupted.

CHINA AND MANILA STEAMSHIP COMPANY, LD.

ANNUAL MEETING.

The twentieth ordinary general meeting of the above Company was held yesterday at noon in the offices of the General Managers, Messrs. Shawan, Tomes & Co. Hon. R. Shewan (Chairman) presided, and there were also present Messrs. J. H. Lewis, D. E. Brown, N. A. Siebs (Consulting Committee), C. A. Tomes, J. R. Michael, C. Clinck, Dr. Noble, Messrs. G. T. Veitch, A. G. Gordon, H. E. Campbell, A. A. Cordeiro, G. Somerville, G. Moffatt, D. W. Craddock, P. C. Potts, A. Babington, A. V. Apear, Fung Wa Chuan, Ho Fook, Sui Un and others.

The notice calling the meeting having been read,

The CHAIRMAN said—Gentlemen,—With your permission we will take the report and accounts, copies of which have been in your hands for some time, as read. It is with great regret that we have to lay such an unfortunate result of the steamers' work before you, but the year was a most difficult and disappointing one; in spite of our efforts, a war of rates broke out after the advent of the Japanese steamers on the line and under all the circumstances we are surprised that the result is not worse. I am sorry to say that this state of things still continues, but on the other hand, our own particular position has greatly improved this year. We are now free from the "pool," which you will see from the accounts, cost, or rather will cost us, when everything is finally adjusted, over \$50,000, which is a dividend in itself, and though rates are still very low, we can, at any rate, now keep what we earn for ourselves. We have also had to stand the heavy charge of interest, which, as you will see from the figures given you later on, should be much less this year. Passengers have been plentiful and we have more than held our own in that respect. Nor is cargo from this side scarce; it is from Manila where the great falling off has taken place, and when cargo begins again to come forward from there, as it used to do in former years, our prospects will be greatly improved. As regards our position financially, it is also much better now than as it appears by the accounts on 31st December last, as since then we have sold the *Diamond* at a price which will improve the position in our books by about \$100,000. Our debt to our bankers is now reduced to \$138,316.13 as against \$377,833.16 on 31st December, and we only owe \$20,000 to the British S.S. Investment Trust, in London, against \$50,000 last year. In regard to this loan of \$20,000 which stands at \$228,571.43 in the accounts, I may explain that last year we bought sterling for it forward to next month (which was as far ahead as the bank would settle) and this amount, as we shall, of course, be unable to take it up, we have resold at a profit of roughly \$13,000. We could not, however, resettle exchange for this year on equal terms, the banks charging about one-sixteenth down for every month forward, so in this way we shall have to face a shortage later on, against which we have the above profit. This was the best we could do, and although it is impossible to avoid some loss, we have, as you see, by settling forward, reduced it to a minimum, which, taking the worst possible rate, cannot exceed \$12,000, and may be much less. We have thus paid off our debts to a large extent and are left with three steamers in every way suited to our business and which stand in our books at a cost a good deal below what we should have to pay for similar boats to-day. We cannot, however, always depend entirely on our bankers for funds, although, of course, we can give ample security for our borrowings, and as there is still \$25 per share uncalled on over 5,000 new shares, we must now proceed to call that up. If this call be well met, it will bring us in \$125,000 but if not, we shall be obliged to otherwise dispose of the shares in order to get in as much money as we can and reduce our indebtedness as far as possible. As you are all aware, a claim has been made against the s.s. *Zafiro* for the loss of a box said to contain \$50,000 principally in United States gold notes. The case comes on for hearing before a special jury to-morrow, so it is not advisable for me to make any comments here. That is all, gentlemen, that I think I can tell you about our present position and future prospects. Although there is so much competition on the Manila line just now, there is a good living in it for all at proper rates. We have still the best hold of it and we have met and overcome similar opposition in the past. In that respect we are well equipped as compared with the other boats on the line, ours being chiefly new and modern boats and economical consumers of coal, which is one of the principal items of our expenditure. We are now landing passengers at Manila in two days from Hongkong, and the other fast boats can only do the same at an expenditure of twice or three times as much coal. We are quite satisfied with our position under present conditions and can only hope that our competitors will soon realise the folly and uselessness of their present action and make a return to a fair and reasonable rates of freight as possible. It is disappointing that after the lapse of several years the export trade from Manila to this port should instead of returning to its former dimensions, with the exception of an occasional shipment of hemp, have completely vanished, but this is a state of things that cannot last; the current in the interior must disappear before long, and with it will come a demand for Chinese labour, which, to all who thoroughly understand the condition of things over there, it is quite clear is absolutely indispensable not only to the commercial prosperity of the Philippines but to the social well-being and comfort of foreign residents in these islands. That in turn will be followed by an improvement in business all round and in particular by a revival of shipments of produce

and of the export trade from Manila to China in which this Company must be the first to share. I will now proceed to move the adoption of the report and accounts, and after that has been seconded I shall be very glad to answer any questions that shareholders may have to put.

Dr. NOBLE seconded, and the motion was carried without opposition.

Mr. J. R. MICHAEL moved that Messrs. N. A. Siebs, D. E. Brown and J. H. Lewis be re-elected to the Consulting Committee.

Mr. P. C. POTTS seconded, and the motion was agreed to.

Mr. D. E. BROWN moved that Messrs. T. Arnold and W. H. Potts be re-elected auditors. Mr. N. A. SIEBS seconded, and the motion was agreed to.

The CHAIRMAN—That is all the business gentlemen. I am obliged to you for your attendance and I am sorry I cannot announce that dividend warrants will be ready this year.

CORRESPONDENCE.

RUSSIA AND MANCHURIA.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 28th April.

SIR,—It is some consolation to see the activity displayed by our fellow provincials in Shanghai in the patriotic and united attitude adopted by them regarding the question of the cession of Manchuria to Russia and the invitation to the French to send a military expedition into Kwangsi. The mad folly of such concessions is readily understood and cannot but result in war, partitioning of the Chinese Empire, and the exploding of the "Open Door" so solemnly trumpeted throughout the world by the Powers a short time ago.

It is well known that the present rulers of China regard Russia as their natural friend and protector. They know that the Empire is slipping from their grasp, and rather than see it revert to the Chinese, the Manchus would only be too glad to "sell" it to the best bidder. I am afraid that the protest of the Southern Chinese of Shanghai will be of little or no avail as the cession of Manchuria to Russia is a foregone conclusion. The only way to prevent it is by the use of the drawn sword. Great Britain, the United States and Japan, whose interests are at stake, should present a strong ultimatum to the conspirators, supported if need be by their Military and Naval forces. War is inevitable, and the sooner the struggle is over the better it will be for the peace of the world.

One is surprised at the exceptional apathy of the Chinese of this Colony in "Affairs Political" of China. Are they truly careless of the fate of the Empire, or are they afraid to express an opinion for fear of the Canton officials branding them as reformers? The latter plea appears to be nearer the mark, as it is well known that the movements of the enlightened Chinese of this Colony are always being watched by the spies of the Canton Government. It has been currently reported of late that certain officials have sent in a long report to the Viceroy alleging that upwards of 250 of the Chinese inhabitants of this Colony are connected with the Reform Government and the recent projected rising at Canton. Amongst the names submitted are many of our most prominent and enlightened Chinese citizens, including a number of British subjects. This of course has created quite a scare and it is reported that many have already petitioned H.E. the Governor for protection! But why this panic when the Government has the power and means at its disposal to protect and safeguard the lives of all British subjects and law-abiding citizens in the Colony?

I am sure H.E. the Governor and our able Colonial Secretary who are both strong men will see that no harm befalls any of them. The Canton Authorities seem to forget that our schools and colleges are turning out reformers wholesale and that the more they persecute the reformers the stronger they will become.

The Government should not let this matter drop as the consequences might be serious, but should demand full and complete satisfaction from the Canton Government for daring to terrorise and disturb the peace of the inhabitants of the Colony.

In connection with the affair it may be well to recall as a warning the daring assassination of the schoolmaster Yeung Ku Wan in January, 1901, and the recent kidnapping and murder cases instigated by the Canton Government (see local papers), which, unfortunately, are still untravelling.

Will the guilty ever be brought to the bar of Justice and made to atone for their heinous crimes?—Yours, etc.,

INDIGNATION.

NEW FORM OF DUEL.

The official *Sabattinskaja Wiedomosti*, the Government organ, published in *Blagovestnik*, contains this amusing paragraph:—

"In view of the fact that no duelling pistols are obtainable in Manchuria, since, as is well known, these are obliged to have no rifled barrel, while the pistols possessed by officers at the present time have one such rifled barrel with which no duel can be fought, the Russian officers in Zikhar have invented the following form of combat.

"The two opponents draw lots, and the one who has drawn the lot with the inscription 'Death' is obliged to travel by the next train on the Manchurian railway from Zikhar to Charkhin and back. If the duellist returns from this journey safe and sound—that is to say, if he survives the inevitable railway accident caused by the derailing of the train and returns without his arms or legs broken, it is regarded that he is satisfied, and that the duel has taken place."

In view of the fact that this is published in the Government organ, comment is superfluous. Evidently Russian humour is not extinct.

REVIEW.

The Island of Formosa, Past and Present. By James W. Davidson, F.R.G.S. Macmillan & Co., London and New York. Kelly & Walsh, Hongkong.

Mr. Davidson has produced a volume of upwards of 700 pages, in which the history, the people, the resources and the commercial prospects of the "Beautiful Isle" are dealt with in a very full, instructive and interesting manner. The size of the book, considering the comparative insignificance of the subject, may seem to many somewhat appalling, but we know of few books of the kind more readable from beginning to end than the one before us. No other book exists in the English language dealing with the island in anything like an exhaustive manner, and it was mainly this fact, coupled with his exceptional facilities for acquiring the necessary information, which induced Mr. Davidson to undertake a task which has occupied him practically ever since the Japanese occupation of the island in 1895. Mr. Davidson was a member of the Peary Arctic Expedition which returned just as the War broke out between China and Japan. He went to Formosa with the Japanese Army as a newspaper correspondent and many of our readers will doubtless recollect the very informing letters which appeared over his signature at the time in the *Daily Press*. Mr. Davidson has since settled in the island collecting materials for a book which all students of the Far East will prize.

The Portuguese are commonly regarded as the first Europeans to establish themselves in Formosa, but Mr. Davidson says this is an error probably due to the fact that the Portuguese gave to the island the name Formosa. Careful researches have failed to discover that the Portuguese had any settlement in the island in the sixteenth century when the name "Ilha Formosa" (Beautiful Isle) was applied to it by Portuguese sailing down the west coast. The Dutch were the first European settlers in Formosa. They landed a large force at Taiwan in 1624. Trade in those early days depended not upon the quality of the goods, but upon the military strength to control the markets, and we are told that the Dutch consequently valued the island chiefly on account of its strategic position. From Formosa the Spanish commerce between Manila and China, and the Portuguese commerce between Macao and Japan, could by constant attacks be made so precarious that much of it would be thrown into the hands of the Dutch, while the latter's dealings with China and Japan would be subject to no interruptions. The Dutch, however, did not find their position as comfortable as they expected, and were, after 30 years' occupation, in 1662, driven out by Koxinga, who sailed from Amoy with an expedition of 25,000 for the purpose. In the succeeding chapter, we have an account of the island under the government of Koxinga and his descendants from 1662 down to the surrender to the imperialist forces in 1683. In succeeding chapters Mr. Davidson furnishes a very full history of the island under Chinese administration, during the eighteenth and nineteenth centuries, and this forms perhaps the most interesting section of the book, embracing as it does full records of the foreign intercourse with the island from the expedition of the Hungarian Count Bemjowsky in 1771 down to the occupation of the island by the Japanese in 1895.

It is especially interesting to residents of Hongkong to learn that, when the English were on the look out for a centre where trade might be carried on without interference or oppression from the Chinese mandarins, Formosa was thought of in that connection before Hongkong. Prior to the occupation of this Colony in 1842, Formosa was told was frequently suggested by the British in China as a convenient and desirable acquisition. Chinese and Ningpo were the other places mentioned as alternatives. The attention of the American authorities was also called to the advisability of occupying a portion of the island. At that time the swift American clippers shared largely in the China trade, and it was on account of the large number of wrecks occurring on the uncharted coasts of Formosa and the blood-curdling massacres of the crews, or the life of slavery to which the captives were reduced if they fell into the hands of the savages, that led to the suggestion that America should occupy part of the island and thus render assistance to the shipping world in general and secure to herself a naval station as well as an *entrepôt* for American goods. In the very year that the British took possession of Hongkong 197 British subjects were massacred in Formosa, so that England had ample justification for action. But neither England nor America felt inclined to take advantage of the opportunity, and in turn France and Germany appear to have considered the question, but finally Formosa dropped out of the view of the Foreign Powers and remained unthought of for a number of years.

The first step in opening the island to foreign trade was taken by the diplomatic representatives of America and Russia in 1858, who were successful in inducing the Chinese Government to decide Taiwan open to foreign residence and trade. "The beginning of the commercial career of the island," Mr. Davidson says, "may be dated from 1858, when the two Hongkong firms, Jardine Matheson & Co. and Dent & Co. first engaged in the Formosa trade. True, it was not until 1860 that they had representatives actually established in the islands as general merchants; still, in 1858-9 they both handled a large quantity of Formosan camphor, which was obtained as pre-arranged from the mandarins who had a monopoly of the trade."

From this time onward the story of foreign intercourse with Formosa is told with much detail and many old China hands will peruse

this section of the book with the liveliest interest.

A graphic account of the Japanese occupation of the islands follows, and then several chapters are devoted to the industries and natural resources of the island. A special chapter describes the inhabitants and the final chapter headed "Formosa of to-day" supplies an interesting account of what has been accomplished in the island by the Japanese during the past seven or eight years.

Mr. Davidson has produced a volume which must ever remain a standard work on Formosa. He has embodied in it all that is of interest and importance in whatever has previously been written about the island, and the result is a complete record as it is possible to acquire. Besides two new maps the volume includes no fewer than 168 illustrations from photographs. The appendix includes a comparative vocabulary of the nine savage groups in the island; a description of the land birds, the mammals and the climate of the island, and there is a useful index comprising 46 pages.

"MYSTERIOUS."

A Chemulpo correspondent of the *Shanghai Mercury* is responsible for the following—

It seems to me that a diplomatic farce is being enacted in Seoul. On the 21st March there arrived, quite unexpectedly, the German steamer *Amoy* in ballast. She did not enter the Customs, but I afterwards found out she brought a distinguished Russian passenger. She had been chartered for the express purpose of bringing this Prince, Duke, or Special Director of the Russo-Chinese Bank, on a running visit to the Land of the Morning Calm. Not only was the arrival of this person a mystery, but the person himself was a bigger mystery. No one here has ever seen, known, or heard of him. Immediately he landed he left for Seoul by train. Not even a Japanese detective got a glimpse of him. I happened to know the commander of the steamer he came by, and therefore we had a cup of tea together the day after his arrival (Sunday), so I tried to find out who this stranger was. But the captain did not know, or, if he did, he was determined to keep the secret. I tried all possible means to pump him about his mysterious passenger, but I got no information from him, and I must say I thought all the more of him for it. I, however, learnt he was a very distinguished personage. The vessel was kept under a full head of steam, and he might appear at any moment and depart as suddenly as he came. These were the orders given to the captain, and, besides, another cabin was to be got ready to receive another Russian passenger—and this person was none other than Baron Gumburg. I now became aware there was "something in the wind." The next day (Monday the 23rd March) in the forenoon she steamed out of harbour for Port Arthur. She had neither entered the Customs nor cleared, nor reported herself to the German Consul. Two days afterwards His Ex. Mr. C. Waerber, Special Envoy to His Imperial Majesty the Emperor, also left for Port Arthur. Baron Gumburg and Mr. Waerber returned again on the 27th March. All this is a mystery, but it is thought that a golden egg has been laid in Seoul and that we shall hear of it being hatched shortly.

A MISUNDERSTOOD TELEGRAM.

About a month ago we published a paragraph which was subsequently copied by the Straits papers stating that Mr. H. N. Ferrers, barrister-at-law, was leaving Hongkong to join Mr. Chesney Duncan on the editorial staff of the *Straits Echo*, a new paper to be published at Penang.

Mr. Ferrers has addressed the following letter to the Editor of the *Press* Pioneer:—
Dear Sir,—I understand that you have been kind enough to give publicity to the report that I have returned to this country to assist in the production of a new journal, a paragraph having lately appeared in the *Hongkong Daily Press*. I shall accordingly be greatly obliged if you will allow me to explain the exact position of affairs in relation to this matter. Mr. Chesney Duncan, the Editor of the paper, engaged me to assist him sometime in the middle of last month at Hongkong. He acted upon the strength of a telegram from the proprietors which he represented as being to the following effect:—

"Cannot find employment for Ferrers except to begin about April 6th." April 6th was the date originally announced for the appearance of the new paper.

Upon my arrival at Penang on April 5th, Mr. Duncan informed me that he had misunderstood the telegram which was code and that it really ran "Cannot find employment for Ferrers. Expect to begin about April 6th." Mr. Duncan has since addressed a letter to me in which he states that his misunderstanding of the message was due to my treachery, meanness, unfairness and unmanliness. Under these circumstances I have come to the conclusion that I have no alternative but to place the matter in the hands of my solicitors with instructions to take such steps as may afford Mr. Duncan the earliest opportunity of proving his charges in open court.

Until he has succeeded in doing so I hope that your readers, to many of whom I am personally known, will suspend judgment upon my conduct in this matter.—Yours etc.,
H. N. FERRERS.
Eastern & Oriental Hotel,
Penang, April 16, 1903.

A POLO FATALITY.

A Simla telegram of the 14th inst. to the *Rangoon Gazette* says that Lieutenant R. Chawner, 2nd Welsh Regiment, died at Subaltara on the 13th from a polo accident.

MISCELLANEOUS NOTES AND NEWS.

THE TERM "BUDGET."

It is difficult to realise that the term Budget, now so often in every one's mouth, is a term less than 200 years old, the earliest mention of the word dating no farther back than 1733. We borrowed it from the old French language—*budget*, meaning a small bag, in which in former times it was the custom to put the estimates of receipts and expenditure when presented to Parliament. Hence the Chancellor of the Exchequer in making his annual statement was formerly said to *open his budget*. In time the term passed from the receptacle to the contents, and curiously this new significance was returned from England to France, when it was first used in an official manner in the early part of the nineteenth century.

It is twenty-one years ago that Robert Koch published his discovery of the tubercle bacillus. The organism had been found at the latter end of 1881, after years of search, but Koch waited and verified his work before announcing his find on March 24, 1882. The result in Germany is interesting. In 1885 the tuberculosis death-rate (much understated) was thirty-one per 10,000 living per annum. Last year it was twenty-one. The discovery, familiar to every German schoolboy or artisan or bricklayer (owing to the national insurance system), has already saved Germany hundreds of thousands of lives and countless millions of money. England's death-rate has not diminished one-half as much in the same period.

CANADIAN CIVIL SERVICE PAY.

The agitation in the Canadian Civil Service to induce the Government to grant a general increase of salaries will strike most people as a reasonable one. Canada is notorious, as compared with other parts of the Empire, for its economical treatment of the public service, and even the salaries of Ministers are peculiarly low. An Attorney-General of a poor West India island as a rule draws higher pay than a judge or a Lieutenant-Governor in Canada, and an ordinary Australian civil servant would drop dead if he were offered the Canadian rate of pay for his work. Seeing that the rate of living in the Dominion has gone up by about thirty-three per cent, since the existing salary schedule was framed, probably the Ottawa Government will see its way to taking the matter into favourable consideration.

A JUDGE'S HUMOUR.

In the *Pall Mall Magazine* for April Mr. E. B. Bowen-Roylands has a sprightly article on our "Great Criminal Judges." The best thing in it is an anecdote of Mr. Justice Lawrence, who, when a barrister, had to defend a transparently guilty thief. He admitted that the stolen watch had been found on his client, but argued that the man had given the plainest demonstration of injured innocence. "Gentlemen, when the constable arrested him, what did this poor man do? Did he do exactly what you or I or indeed any innocent man would have done in similar circumstances? He took the high line, and told that constable to go to the devil." Listening to a counsel who spoke of halter as "alter, Mr. Justice Lawrence suddenly asked the clerk, "Is this a criminal court?" Learning that it was he remarked, "Oh! it's all right; but I thought I had strayed into an ecclesiastical enquiry."

A MARVEL OF SCIENCE.

The announcement that M. Curie, a distinguished French physicist, has discovered that the substance known as radium possesses the extraordinary property of continually emitting heat without combustion, without undergoing any chemical change, and without any alteration in its molecular construction, has been received with the greatest interest. Following closely upon Sir William Crookes' demonstration before the Royal Society, in which the power of radium to throw off vibrations upon a sensitive screen of zinc sulphide was shown, it has suggested many possibilities for the new substance. M. Curie's discovery was eagerly discussed recently amongst the members of the Chemical Society, who met London and there was a general agreement as to its importance. A distinguished member of the Society who has been privileged to see some of Sir William Crookes' experiments in his private laboratory, explained that it is not the phosphorescent quality of radium which is puzzling; what is so amazing is that the continuous emission of heat and light is unaccompanied by any disturbance of the molecular constitution of the substance.

GENERAL SIR LESLIE RUNDLE SUEDE.

An action arising out of the Boer war was heard in the King's Bench Division last month, when General Sir Leslie Rundle and three other British officers were sued by an ex-Yeoman for false imprisonment. The Court held that it would be contrary to the principle of public policy that the orders of officers while war was going on should be investigated in courts of justice, and judgment was given for the defendants, with costs. The action is an interesting illustration of the supremacy of civil law in England. No servant of the State in Great Britain is above the law, whatever his station and office. Policemen and Prime Ministers are equally liable to be sued in the ordinary courts for wrongful acts committed in the execution of their duty. It will come, as a surprise, however, to most people to learn that a general in time of war is amenable to civil jurisdiction, though Mr. Justice Lawrence, who heard the above case, is clearly against the practice. On the Continent an entirely different practice prevails. In France, for example, there is a separate code of law, with special courts, called *les tribunaux administratifs*, existing by the side of the common law, and by this alone can the administrative acts of civil servants be judged.

There is a quaint anecdote of a clergyman (says the *Edinburgh Dispatch*) who had many fine qualifications, but the grace of preaching was not one of them. As a small token of their esteem the congregation recently presented him with a new and handsome pulpit, beautifully carved and otherwise embellished, and round the entablature at the top ran the appropriate text—"He giveth his beloved sleep."

Defending the reduction made in the effective strength of the French Fleet, M. Pelletan, Minister of Marine, declared that the reduction had been effected after the advice of the most distinguished officers had been taken. Moreover, with the present reductions the number of men in the French Fleet would still be larger than that in the United States and German navies, and he would therefore endeavour to make a still further reduction. (Cheers.) The peace offensive of the British Navy, added M. Pelletan, almost came up to its war effective, because Great Britain did not possess sufficient reserves. The example to be followed was that of Germany, as she could at a given moment mobilise reserve reserves.

CANADA AND ENGLISH ARMY RESERVEVISTS. The arrangements for bringing out a large contingent of English Army Reservevists to settle in Canada are "declared off," just when everything was about complete for locating the proposed immigrants in the western part of the Dominion. The Imperial authorities wanted special legislation passed by the Canadian Parliament providing that all reservevists who came out should be liable to be called upon to serve with the British Army abroad whenever called upon to do so, but that except in war time the War Office would have no authority to call upon these reservevists who might be settled in Canada. It is understood that the Canadian Government would not consent to do this. They laid down the position that if the reservevists came to Canada they must do so as free agents, and that if they remained there they should be at liberty to do so on the same conditions as other citizens of the country.

A NEW POTATO—HALF A GUINEA A POUND. The Northern Star is the name, not of West Australian mining company, but of a new potato, on the quality and prospects of which great expectations are based. Its present selling price, at well over half a guinea a pound, may not seem to err on the side of modesty, but the market value of any new commodity must naturally depend on the production, which, in the case of this particular potato, is very limited, as it is only used at present for seed, and not for culinary purposes. The Northern Star was first put on the market in 1891, at the somewhat extraordinary price of £1,150 a ton, and has since proved of such exceptional merit that it is readily selling at the same price this year, and as the planting season approaches, its price is rising. It is as easily possible from one pound of seeds to raise a hundred pounds which would mean that ten shillings' worth of seed would produce fifty pounds' worth of crops, provided that the value of such a prolific variety could be maintained. Trials have been made with it at the Colonial College, Holford Bay, Suffolk, and from four pounds of seeds 418 pounds of tubers were grown, and even heavier yields have been reported. Thirty other varieties of potatoes were grown near it, but none of them withstood the attacks of disease as did the Northern Stars. The tubers are of a very uniform size. The possible returns per acre from a crop of these potatoes would go a long way to mitigate the usual "bad times" of the farmer.

SOLDIERS AS WAR MINISTERS. Lord Rosebery's proposal that Lord Kitchener should be made Secretary of State for War has been described by Lord Selborne as a complete revolution. A writer in a home paper, however, points out that there are at least three precedents for a soldier at the War Office, with a seat in the Cabinet, and, if once a soldier be always a soldier, there is a peer at this moment in the House of Lords whose public life is a contradiction of Lord Selborne. Lord Derby, who began his career in the Grenadier Guards, retiring as captain in 1863 to enter the House of Commons, has had two periods of office in the War Office, once as Financial Secretary and again as Minister for War. In three other cases there have been soldier Secretaries at the War Office. General Peel, whom Lord Salisbury will remember as having resigned with him from Mr. Disraeli's Cabinet over the Reform Bill, was every inch a soldier. He never saw service, but he was on his way to Waterloo when the battle took place, and he was anxious to serve in the Crimea, but was refused because he was too old at fifty-five. Yet four years later he was made Secretary for War. That was in the second Derby Cabinet, and the General was reappointed in the third. The Earl will be able to recall also the cases of General Fitzpatrick and General Pakeney. Both these men fought in the American War, both were soldiers in active service for the greater part of their lives, and each was Minister for War. General Fitzpatrick was the closest friend of Charles James Fox, and twice sat with him in the same Cabinet. General Pakeney, who may be better recalled by some as Sir James Murray, had exciting experiences in three or four campaigns. He was shot through the arm by the Spaniards, was present at the capture of St. Lucia, served through the War of Independence, and died a tragic death through the bursting of a powder flask in his hands. He followed General Fitzpatrick at the War Office, so that there were two soldier-chiefs in succession.

LATEST STEAMER MOVEMENTS. The C.P.E. steamer *Empress* of Japan arrived at Yokohama at 4 p.m. on the 28th inst., and left again at 7 p.m. same day for Nagasaki, where she was due to arrive at 9 p.m. yesterday. The C.P.E. steamer *Tartar* arrived at Shanghai at 3 a.m. on the 28th inst., and left again at 10 a.m. same day for Hongkong, where she is due to arrive at 8 a.m. on the 29th inst. The P. & O. steamer *Bombay* left Singapore for this port on the 28th inst., at 3 p.m. The A.L. steamer *Maria Valore* left Elang-hai for this port on the 29th inst., a.m.

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[470]

THE GERMAN MAIL.

The German mail *Zieten* is one of five new steamers which the Norddeutscher Lloyd are placing in commission this year. Of these, the *Zieten* and the *Roon* will run out here. Each is of 8,100 tons.

The vessels are in many respects similar to the *Koenig Albert*. They carry 35 saloon passengers amidsthips, where there is a double promenade deck 180 feet long, along which are ranged the cabins, etc., with wide outside deck spaces and similar ones inside for use in rough weather. The ships have each one funnel and two masts, are fitted with electric light and fans, ice storage houses and refrigerators and everything requisite for voyaging in tropical waters. Accommodation for 71 second-class passengers is left, whilst, in case of emergency, no less than 2,000 third-class can be stowed elsewhere. The ships are all built to the very highest class, have double bottoms and are each divided into ten watertight sections, whilst all carry ten big and six small boats. Each has five pumps capable of throwing 125 tons of water per hour. The engines are each of 5,000 h.p. on the triple expansion principle. With these the usual speed is to be 14 knots, although the ships have each been tested to 16½ knots.

HOW RUSSIA KEEPS THE DOOR OPEN.

In a letter dated Shanghai, February 13th, the correspondent of the *Outlook* wrote:—
I met a German gentleman to-day who has just arrived here en route home from Mukden, in Manchuria. He informed me that he came out to the East with a view of investing money in business in Manchuria. He proceeded to Mukden, which he thought would be a good trade centre from which to commence operations. Upon the day of his arrival at that city he was sent for by the Russian Governor, who told him at once that if his intention was to make any business there it would be impossible to do so as he (the Russian official) had strict orders from his Government to prohibit foreigners from doing so. My informant replied that he was a German subject armed with a passport, and that he presumed he could do as he pleased in Chinese territory. "Not so," the Governor smilingly replied, and added that he had power to have him escorted by Cossacks across the border!

This is the first actual case of a distinct refusal to allow a foreigner to open up business in the Russo-Chinese territory, and I accordingly report it.

The Russians will not allow foreigners or even their own nationals to open up trade at Mukden city, and it is my firm conviction that they intend to operate this place the future home of the Manchurian Dynasty under the protection of the Tsar's lance. What say Lord Lansdowne and Lord Cranborne?



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Hongkong, 7th April, 1903. [1076]

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Christmas Puddings, &c., to Order.
Please apply to WEISMAN & CO., 142, Praya East; ANGLO-AMERICAN STORES, 64, Elgin Road; or ROYAL CRATED WATER DEPOT, Ice House Street.
Hongkong, 19th December, 1902. [117-1]

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Hongkong, 28th April, 1903. 1293

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Hongkong, 1st January, 1903.

LATE TELEGRAMS.

NEWS VIA BANGCOON.

LABOUR TROUBLES IN EUROPE.
London, 10th April.
Amsterdam was in partial darkness yesterday
evening owing to the strike of gas and electricity
workers, but there is strong evidence that the
strikers are weakening generally.

14th April.
The Dutch strikes are collapsing. The rail-
waymen, in sympathy with whom the other
strikers had struck, have applied for reinstatement.

TURKEY AND GERMANY.
London, 10th April.
The Sultan has conferred the highest decorations
on the German Crown Prince and his
brother who are staying at Constantinople as
guests of the Sultan.

THE BALKAN STATES.
London, 10th April.
M. Stecherbina, the Russian Consul at
Mitrovitz, who was shot in the back by an
Albanian sentinel on the 2nd instant, is dead.
Some villages in the district of Petrich
have revolted. 350 Turkish troops are engaged
and reinforcements have left Salonica. The
Bulgarian bands in the Monastir district are
committing horrible cruelties upon the Greeks
and Mussulmans.

London, 13th April.
The Bulgarian Government is experiencing
difficulty in preventing an anti-Russian demon-
stration at Sofia in consequence of the
Consular reports mentioned on the 31st March
stating that the Revolutionary Committees
were determined to frustrate the reform
measures. The Bulgarians greatly resent the
reports.

SOUTH AFRICA.
London, 10th April.
The Transvaal Government has decided to
enforce the law of the late Republic assigning
bazaars in every town where alone a notice will
be permitted to trade but exceptions will be
made in favour of educated, civilised Asiatics.
The Standard states that Lord Milner will
take two months' leave in England in August
and September which are the most trying months
in the Transvaal. He is looking very worn.

DISASTER IN COLOMBIA.
Calcutta, 10th April.
The Atlas liner *Albatross*, on arrival at
New York reports a terrible eruption in
Colombia. The village of Tiojo was destroyed
and it is estimated that 100 people were killed.

HOME POLITICS.
11th April.
The Hon. A. R. D. Elliot, M.P., has been
appointed Financial Secretary to the Treasury
in the room of Mr. H. J. Fisher, resigned.

THE CAIRO-CAIRO RAILWAY.
London, 11th April.
Lord Cromer in his annual report on Egypt
and the Sudan says though the construction of
the Suakin-Berber railway is absolutely
essential to the well-being of the Sudan, the
necessity and practicability of the railway to
Uganda and onwards south has not yet
possibly never will be shown in view of the great
physical difficulties.

ARMY NEWS.
London, 10th April.
An Army Order abolishes the separate lists
of candidates for the Royal Military College
cadetships for Cavalry and the Foot Guards,
because it is essential that Cavalry officers
should possess the highest professional attain-
ments. It is hoped that the measures to be
taken to reduce the expense of Cavalry regiments
will open the Cavalry to capable men
who have hitherto been debarred. The Com-
mander-in-Chief holds commanding officers
responsible for the prompt and strict carrying
out of the reduction of expenditure.

OBITUARY.
London, 13th April.
Sir Charles Grant is dead.

IRISH AFFAIRS.
Calcutta, 13th April.
An *Indian Daily News* cablegram, dated
London, 12th instant, says: The Unionists are
relieved by repeated categorical denials of
Ministers that they are meditating a scheme of
Home Rule.

Mr. John Redmond in a speech at Dublin has
strongly deprecated any official reception of the
King through the elected bodies, despite his
avowed friendliness to Ireland.

THE GERMAN CROWN PRINCE.
London, 12th April.
The German Crown Prince and his brother
have arrived at Athens.

**MISCHIEVOUS DESTRUCTION OF PICTURES IN
WINDSOR CASTLE.**
London, 13th April.
Three paintings in that part of Windsor
Castle where the public are not admitted have
been mysteriously slashed.

MOROCCO.
London, 14th April.
The Pretender's forces after a week's siege
assaulted and captured the fortress at Fezjana
close to Melilla, where the garrison took refuge.
The Sultan's uncle Amran, commanding the
Riff country, fled to Melilla before the siege
began and repeatedly but vainly appeared with
reinforcements.

15th April.
The Sultan of Morocco is dismissing his
entire European entourage, except three Eng-
lish and three French officers. The decision is
attributed to the increasing gravity of the
situation.

"I STOOD IN A DRAUGHT"
with my coat off and caught this wretched cold,"
says the sufferer. "He need not give a heavy
penalty if he follow the advice of Jolly with an out-
cast of wisdom. Soak the feet in hot water with a
few teaspoonfuls of Eucalypti in it. Take a teaspoonful of Peppermint in hot
sweetened water at bed time and be thankful
for a simple and speedy way to break up a
cold. There is but one Peppermint, Peppermint
Davis."

situation, the rebellion being largely due to the
Sultan's foreign proclivities.

EASTER AT HOME.
Calcutta, 14th April.
An *Englishman* London message, dated 16th
instant, says: It was the driest Easter known for
years. Friday and Saturday were fine, to-day we
had a bitter northerly wind with hail and slight
snow in London and heavy snow in the Midlands
and the North. There was an exceptional
holiday exodus.

THE PRINCE OF WALES.
Simla, 14th April.
The date of the Prince of Wales's visit to
India is still uncertain. There is no authority
for the statement in circulation to the effect
that he comes out in October next.

THE KING'S TOUR.
London, 15th April.
As the King passed Algiers in the afternoon
yesterday, though the yacht was ten miles out,
the French batteries saluted with one hundred
and one guns, and the Russian, Italian and
Spanish ships hoisted British flags and saluted
with twenty-one guns.

Refreshing and Agreeable.
**CALVERT'S
CARBOLIC
TOILET SOAP.**

A pleasant Antiseptic Soap (containing 100%
pure Carbolic Acid). Should be used regularly
to improve the skin and complexion and prevent
infection.
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CODE WORD: "DOCK" NAGASAKI.
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Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 89 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide 26 1/2 "

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Extreme Length... 371 feet.
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AN EXPERT TYPEWRITER. Good
Salary to an efficient worker.
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Storage available at EAST POINT. Storerooms
will be open at 10 A.M. and 4 P.M. daily, Sundays
excepted, to receive and deliver perishable goods.
Wm. PARLANE, Manager.
Hongkong 13th November, 1901. 165**

TO CONNOISSEURS.

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**A SMALL Collection of the Choicest Old
CHINESE PORCELAIN ENAMELS
and BRONZES.**
For Particulars, apply to—
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Hongkong, 4th April, 1903. 1064

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Messrs. W. BROWNE & Co., Hongkong and
Shanghai;
YEN CHONG BOOK STORE, Swatow;
Messrs. A. S. WATSON & Co., Amoy;
Messrs. A. S. WATSON & Co., Foochow;
Messrs. H. BLOW & Co., Tientsin;
Messrs. HONG & Co., Seoul Press, Seoul;
NAGASAKI PRESS, Office, Nagasaki;
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and at the London Office, 121, Fleet Street.
Hongkong, 1st January, 1903.

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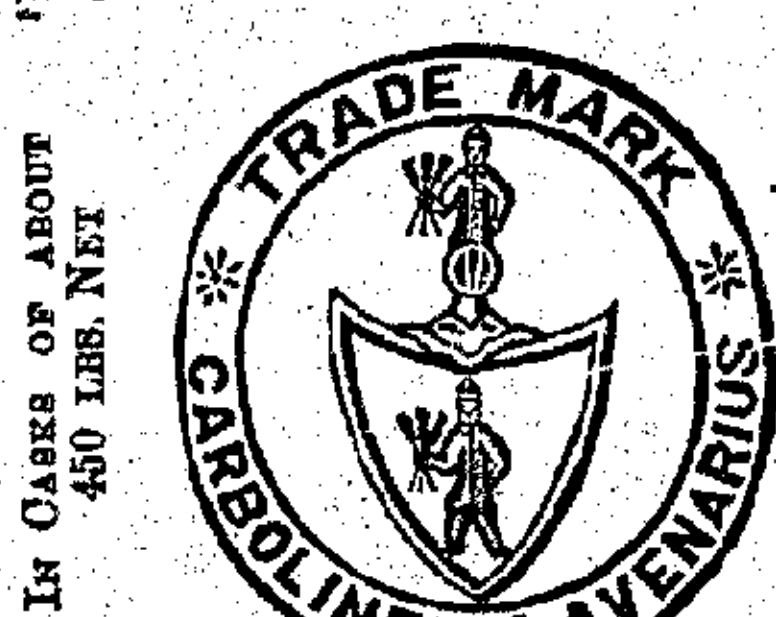
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Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot, and Dampness.

LUTGENS, EINSTAMANN & CO.,
Sole Agents for China.
Hongkong, 1st July, 1902. 134

FOR SALE.
To settle up late owner's estate.

THE British Composite Barque
"LUCIA,"
640 Tons Reg., 1,050 Tons D.W., now lying in
Hongkong Harbour and open for inspection.
Vessel has just undergone annual overhaul
and is ready for sea.

For Further Particulars apply to—
Captain A. R. ANDERSEN,
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Hongkong, 13th April, 1903. 1202

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STAMPS, 53, Peel Street, Hongkong, have
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Hotel Corridor a large variety of nice Pictorial
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"THE EAST OF ASIA."
(Published Quarterly.)

CONTAINING Articles of Special Interest,
Profusely Illustrated, descriptive of the
People, Customs, &c. of the Far East.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island, Vessels anchoring nearest Kowloon are marked A, nearest Hongkong A, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf L, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blais Pier.

3. From Blais Pier to Naval Yard.
4. From Naval Yard to East Point.

ORIGIN	VESSEL'S NAME	FLAG & REG	EMERGENCY	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, via SINGAPORE, &c.	SOCOTRA	Brit. str.	2 m.	C. J. Benton	P. & O. S. N. Co.	To-day, at 10 A.M.
LONDON, &c., via PORTS OF CALL	COROMANDEL	Brit. str.	2 m.	F. J. Fox	P. & O. S. N. Co.	On 9th May, at Noon.
LONDON	GAUCHAS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 26th May.
LONDON	GAUCHAS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 4th June.
LIVERPOOL, via GENUA	AGAMEMNON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 17th June.
MARSEILLES, LONDON & ANTWERP, via S'PORE, &c.	HITACHI MARU	Jap. str.	1 w.	J. Campbell	NIPPON YUSEN KAISHA	On 12th June.
MARSEILLES, &c., via PORTS OF CALL	YARRA	Fren. str.	2 m.		MESSAGERIES MARITIMES	On 2nd May, at Daylight.
MARSEILLES, LONDON & ANTWERP	JASON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 5th May, at 11 A.M.
MARSEILLES, LONDON & ANTWERP, via S'PORE, &c.	WAKASA MARU	Jap. str.	2 m.	J. B. McMillan	NIPPON YUSEN KAISHA	On 16th May, at Daylight.
MARSEILLES & ANTWERP	TANTALUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st May.
BREMEN, via PORTS OF CALL	BAYERN	Ger. str.	2 m.	H. Blecker	MELCHERS & CO.	On 13th May, at Noon.
HAYRE & HAMBURG	SEBRIA	Ger. str.	2 m.	Rehder	HAMBURG-AMERIKA LINIE	On 7th May.
HAYRE & HAMBURG	SAXONIA	Ger. str.	2 m.	Brehmer	HAMBURG-AMERIKA LINIE	On 19th May.
HAYRE & HAMBURG	SEGOVIA	Ger. str.	2 m.	Fore	HAMBURG-AMERIKA LINIE	On 2nd June.
HAYRE & HAMBURG	STRASSBURG	Ger. str.	2 m.	Nadson	HAMBURG-AMERIKA LINIE	On 16th June.
HAYRE & HAMBURG	SUEVIA	Ger. str.	2 m.	Borch	HAMBURG-AMERIKA LINIE	On 30th June.
HAYRE & HAMBURG	NUENBERG	Ger. str.	2 m.	Jabary	HAMBURG-AMERIKA LINIE	On 14th July.
TRIESTE, &c., via SINGAPORE, &c.	MARIA VALERIE	Aus. str.	2 m.	Berberovich	SANDE, WIELER & CO.	On 5th May, p.m.
NEW YORK, via PORTS & SUEZ CANAL	AFRIDI	Brit. str.	2 m.		DODWELL & CO., LTD.	On or about 15th May.
NEW YORK, via PORTS & SUEZ CANAL	HEATHFORD	Brit. str.	2 m.		SHAW, TOMES & CO.	On or about 25th May.
NEW YORK, via PORTS	NUBIA	Ger. str.	2 m.	von Hoff	HAMBURG-AMERIKA LINIE	On 30th May.
VANCOUVER, via SHANGHAI, &c.	TARTAR	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 6th May.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 13th May, at Noon.
VICTORIA (B.C.) & TACOMA, via SHANGHAI, &c.	HYADES	Brit. str.	2 m.	Geo. Wright	DODWELL & CO., LIMITED	On 5th May.
VICTORIA (B.C.) & SEATTLE, via SHANGHAI, &c.	RIJUN MARU	Jap. str.	2 m.	N. Ono	NIPPON YUSEN KAISHA	On 5th May, at 4 p.m.
VICTORIA (B.C.) & SEATTLE, via SHANGHAI, &c.	IMO MARU	Jap. str.	2 m.	C. H. Butler	NIPPON YUSEN KAISHA	On 19th May, at 4 p.m.
VICTORIA (B.C.) & SEATTLE, via SHANGHAI, &c.	AJAX	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th May.
PORTLAND, OREGON	MEYER	Brit. str.	2 m.	Hollingsworth	PORTLAND & ASIATIC S.S. CO.	On 14th May.
AUSTRALIAN PORTS	THANAN	Brit. str.	2 m.	Holms	GIBB, LIVINGSTON & CO.	On 6th May, at Noon.
CHEMULPO, DALNY & PORT ARTHUR	SULEBERG	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 16th May.
MO-I, KOBÉ & YOKOHAMA	BOMBAY MARU	Jap. str.	2 m.	T. Muri	HAMBURG-AMERIKA LINIE	On 2nd May, at 5 p.m.
KOBÉ	TSINAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th May, at Noon.
KOBÉ & YOKOHAMA	KAWACHI MARU	Jap. str.	2 m.	J. S. Thompson	NIPPON YUSEN KAISHA	On 8th May.
TAKOW, DIRECT	FUKUOKA MARU	Jap. str.	1 m.	R. Ikawa	OSAKA SHOSEN KAISHA	To-morrow, at Daylight.
SHANGHAI & K'BE	BINTANG	Dan. str.	2 m.	C. Jensen	MELCHERS & CO.	Quick despatch.
SHANGHAI	WHAMPOA	General str.	2 m.		BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	LOONGMOON	Ger. str.	2 m.	Schulz	STIEMSEN & CO.	To-morrow, at 4 p.m.
SHANGHAI	WOOSUNG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 2nd May.
SHANGHAI & TAKU	BOMBAY	Brit. str.	2 m.	H. S. Bradshaw	P. & O. S. N. Co.	On or about 5th May.
SHANGHAI, KOBÉ & YOKOHAMA	BALAZIE	Fren. str.	2 m.	Aubert	MESSAGERIES MARITIMES	On or about 5th May.
SHANGHAI	DAIGI MARU	Jap. str.	2 m.	W. B. Palmer, R.N.R.	P. & O. S. N. Co.	About 9th May.
TAMSAI, via SWATOW & AMOY	ANING MARU	Jap. str.	1 m.	T. W. Groves	OSAKA SHOSEN KAISHA	On 3rd May.
FOOCHOW, via SWATOW & AMOY	MAIDZURU MARU	Jap. str.	1 m.	T. Sato	OSAKA SHOSEN KAISHA	On 8th May.
SWATOW & SHANGHAI	PAKHOI	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 13th May.
SWATOW, AMOY & FOOCHOW	THALES	Brit. str.	2 m.	Holson	DOUGLAS LAFRAIK & CO.	To-morrow.
MANILA	LOONGSANG	B. it. str.	2 m.	G. S. Weigall	JARDINE, MATHESON & CO.	To-day, at 10 A.M.
MANILA DIRECT	ZAFIRO	Brit. str.	2 m.	R. Rodger	TOYO KISEN KAISHA	To-morrow, at 4 p.m.
MANILA	ROSETTA MARU	Jap. str.	2 m.	N. Tate	BUTTERFIELD & SWIRE	On 2nd May, at 10 A.M.
MANILA	SUNGIANG	Brit. str.	2 m.		GIBB, LIVINGSTON & CO.	On 5th May, at Noon.
MANILA	AUSTRALIAN	Brit. str.	2 m.	H. W. Almond	SHAW, TOMES & CO.	On 9th May, at 10 A.M.
MANILA	RUBI	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 16th May.
SINGAPORE, PENANG & CALCUTTA	SWING	Brit. str.	2 m.	James Young	JARDINE, MATHESON & CO.	On 2nd May, at Noon.
BOMBAY, via SINGAPORE & PENANG	ISCHIA	Ital. str.	2 m.	Magazzini	CARLOWITZ & CO.	On 12th May, at Noon.
BOMBAY, via SINGAPORE & COLOMBO	KINSHU MARU	Jap. str.	2 m.	F. L. Pyne	NIPPON YUSEN KAISHA	On 12th May, at Noon.
BOMBAY, via SINGAPORE & COLOMBO	KAGOSHIMA MARU	Jap. str.	2 m.	K. Kori	NIPPON YUSEN KAISHA	On 19th May, at Noon.

SHIPPING.

ARRIVALS.
April 28, PROMETHEUS, Norwegian str., 1,023.
11. Linsbygger, Shanghai via Swatow 23rd April, General—CHINESE.
April 29, CAUCHAS, British str., 4,500, Haueh, Singapore 24th April, General—BUTTERFIELD & SWIRE.
April 29, DAIGI MARU, Japanese str., 847, F. W. Groves, Tamsai 26th April, Amoy 27th and Swatow 28th, General—O. S. KAISHA.
April 29, GLENDALE, British str., 2,309, G. E. Warner, Singapore 24th April, General—CHINESE.
April 29, HANGCHOW, British str., 990, G. Massey, Shanghai via Swatow 24th April, General—BUTTERFIELD & SWIRE.
April 29, BOUT-O, French steamer, 504, M. Merles, Haiphong 25th April, General—A. H. MANTY.
April 29, LISA, Swedish str., 998, H. Hornedahl, Hankow 23rd April, Rice—JARDINE, MATHESON & CO.
April 29, MB-FOO, Chinese str., 1,321, C. Stewart, Shanghai 26th April, General—CHINESE.
April 29, TAKSANG, British str., 977, Baker, Hankow 23rd April, Rice—JARDINE, MATHESON & CO.
April 29, WONGKOK, German str., 1,115, W. Reber, Saigon 25th April, Cotton and Rice—N. LLOYD.

CLEARANCES.

At the Harbour Master's Office.
29th April.
Lisa, Swedish str., for Canton.
Rohilla Maru, Japanese str., for Manila.
Takung, British str., for Canton.

DEPARTURES.

29th April.
CARL DI DERICHSEN, German str., for Pakhoi.
FRITHJOF, Norwegian str., for Hellow.
HARRY, British torpedo boat, for Weihaiwei.
JANUS, British torpedo boat, for Weihaiwei.
KRAUSCHOU, German str., for Europe.
Lisa, Swedish str., for Canton.
MAIDZURU MARU, Japanese str., for Swatow.
PROMETHEUS, Norwegian str., for Canton.
ROHILLA MARU, Japanese str., for Manila.
TAKSANG, British str., for Canton.

VESSELS IN DOCK.

29th April.
ASBERDEN DOCKS.—
K. WOODEN DOCKS.—Montana, H.I.G.M.S.
Jaguar, Hyades, Canton River, Fatouh.
H.M.S.S. Phoenix, Algerine and Rosario, San Joaquin, Rajaburi.
COSMOPOLITAN DOCK.—H.M.S. Fearless.

SHIPPING REPORTS.

The German steamer Winkler, from Saigon 26th inst., had light S.E. and S. winds in the south; in the north strong N.E. winds and squally weather.
The Chinese steamer Meefoo, from Shanghai 25th inst., had light northerly wind and fine, clear weather to Chapel Island; thence to port variable winds and rainy weather.

VESSELS ON THE BERTH

HONGKONG-MACAO LINE.
S.S. "WING CHAI."
Captain Samuel Bell Smith.
Daily Departure from Hongkong to Macao at 8 A.M., from Macao to Hongkong at 2 P.M., Sunday included.
1st Class fare (including cabin and servant), \$5; return ticket, \$5.
2nd Class, \$1.50; return ticket, \$2.50.
3rd Class, \$1.
Steering, \$0.50.
Superior cabin accommodation.
Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.
For Freight, &c., apply to—
SAM WANG & CO., LD.,
81, Queen's Road Central.
Hongkong, 29th April, 1903. [849]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.
The Company's Steamship

"THALES,"
Captain Robson, will be despatched for the above ports TO-DAY, the 30th inst., at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & CO.,
General Managers.
Hongkong, 27th April, 1903. [1287]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA.
The Company's Steamship

"LOONGSANG,"
Captain G. S. Weigall, will be despatched as above TO-MORROW, the 1st May, at 4 P.M.
This Steamer has superior accommodation for First-Class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 25th April, 1903. [1278]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
The Company's Steamship

"SUISANG,"
Captain James Young, will be despatched as above on SATURDAY, the 2nd May, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 27th April, 1903. [1285]

FOR CHEMULPO, DALNY AND/OR PORT ARTHUR.
(Calling at SHANGHAI.)
The Steamship

"SULLBERG,"
Captain Meyer, will be despatched for the above ports on SATURDAY, the 2nd May, at 5 P.M.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 27th April, 1903. [1283]

REGULAR
STEAMSHIP SERVICE TO NEW YORK
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG.
1903.
"AFRIDI" About 3rd May.
"SAGAMI" 23rd May.
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 23rd April, 1903. [1922-1125]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR MANILA.
The Steamship

"AUSTRALIAN,"
Captain Helms, will be despatched as above on WEDNESDAY, the 6th May, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To ensure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Passage, &c., apply to—
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 28th April, 1903. [1295]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SOCOTRA (C. J. Benton R.N.R.)	10 A.M., 30th April	Freight only.
SHANGHAI and TAKU	BOMBAY (H. S. Bradshaw)	About 5th May	Freight or Passage.
LONDON &c.	COROMANDEL (F. J. Fox)	Noon, 5th May	See Special Advertisement.
SHANGHAI	VALETTA (W. B. Palmer, R.N.R.)	About 5th May	Freight or Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th April, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KOBÉ AND YOKOHAMA FOR PORTLAND, OREGON
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL ON
"INDRAPURA"	4,899	A. E. Hollingsworth	May 14, 1903
"INDRASAMHA"	5,197	R. P. Craven	June 14, 1903
"INDRAVELLI"	4,899	W. S. Craven	July 14, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 29th April, 1903. [14]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).
1903.

R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 6th May.
R.M.S. "EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 19th May.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 27th May.
R.M.S. "EMPRESS OF CHINA"	6,000 Tons	WEDNESDAY, 3rd June.
R.M.S. "EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY, 24th June.
R.M.S. "EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 15th July.
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 22nd July.
R.M.S. "EMPRESS OF CHINA"	6,000 Tons	WEDNESDAY, 5th Aug.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 12th Aug.
R.M.S. "EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY, 26th Aug.

THE magnificent "EMPRESS" STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 8, and 12 months.
SPECIAL RATES (First class only) granted to—
Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pender Street.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo, at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SERBIA	HAYRE and HAMBURG	On 7th May. Freight.
Capt. Robbmann	(Calling at Singapore and Colombo)	
SAXONIA	HAYRE and HAMBURG	On 19th May. Freight.
Capt. Brehmer	(Calling at Singapore and Penang)	
NUBIA	NEW YORK, via PORTS	On 31st May. Freight.
Capt. von Hoff		
SEGOVIA	HAYRE and HAMBURG	On 2nd June. Freight.
Capt. Förek	(Calling at Singapore and Colombo)	
STRASSBURG	HAYRE and HAMBURG	On 16th June. Freight & Passengers.
Capt. Madsen	(Calling at Singapore and Penang)	
SUEVIA	HAYRE and HAMBURG	On 30th June. Freight.
Capt. Borch	(Calling at Singapore and Colombo)	
NUENBERG	HAYRE and HAMBURG	On 14th July. Freight.
Capt. Jaburg	(Calling at Singapore and Penang)	

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

NORTHERN PACIFIC STEAMSHIP CO.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

VIA
SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA,

FOR

VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Date.
HYADES	Geo. Wright	3,753	May 5th
SHAWMUT	W. H. Smith	9,606	May 21st
VICTORIA	J. Parker	3,502	May 23rd
PLEIADES	F. G. Parington	3,753	May 31st

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.
Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED,
GENERAL AGENTS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon sunshades. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila Direct.	Sat., 2nd May, 10 A.M.
RUBI	2540	H. W. Almond	Manila Direct.	Sat., 9th May, 10 A.M.
PERLA	1950	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 27th April, 1903.

IMPERIAL GERMAN MAIL

LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTH

OCEAN STEAM SHIP CO., LD.

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.	
FROM	STEAMERS
GLASGOW and LIVERPOOL...	"HYSON" On 9th May.
GLASGOW and LIVERPOOL...	"AJAX" On 18th May.
GLASGOW and LIVERPOOL...	"ANTENOR" On 25th May.
GLASGOW and LIVERPOOL...	"PELEUS" On 1st June.
GLASGOW and LIVERPOOL...	"OUPACK" On 9th June.

HOMWARDS.	
FOR	STEAMERS
MARSEILLES, LONDON and ANTWERP	"JASON" On 12th May.
LIVERPOOL VIA GENOA	"AGAMEMNON" On 17th May.
MARSEILLES and ANTWERP	"ANTIALUS" On 21st May.
LONDON	"PROCLUS" On 26th May.
LONDON	"CALCHAS" On 4th June.
LIVERPOOL VIA GENOA	"HYSON" On 12th June.

TRANS-PACIFIC SERVICE.

FOR VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS.

NAGASAKI, KOBE, and YOKOHAMA.

The S.S. "CALCHAS" from Glasgow and Liverpool, has arrived, and leaves for Shanghai to-day.

The S.S. "PAKLING" from Seattle and Tacoma, left Moji on the 26th inst., a.m., and is due here on the 30th inst.

The S.S. "ACHILLES" left Victoria B.C. on the 19th inst., for Kobe and Hongkong.

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 30th April, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW and SHANGHAI	† "PAKHOI"	On 1st May.
SHANGHAI	† "WHAMPOA"	On 1st May.
SHANGHAI	"WOSUNG"	On 2nd May.
KOBE	• "TUNGKANG"	On 6th May.
MANILA	• "TSINAN"	On 8th May.
MANILA	• "SUNGKIANG"	On 16th May.
	• "TSINAN"	

PORT DARWIN, THURSDAY, ISLAND COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 30th April, 1903.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI, VIA SWATOW AND AMOY	"DAIGI MARU" T. W. GROVES	SUNDAY, 3rd May.
TAMSUI, VIA SWATOW AND AMOY	"DAIIN MARU" T. OATA	MONDAY, 10th May.
FOOCHOW, VIA SWATOW AND AMOY	"ANPING MARU" I. Goro	WEDNESDAY, 6th May.
ANPING, VIA SWATOW AND AMOY	"MAIDZURU MARU" T. SAITO	WEDNESDAY, 13th May.
* TAKOW DIRECT	"FUKUOKA MARU" R. IKAWA	FRIDAY, 1st May, at 4 P.M.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a daily qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pier at the Customs' water front premises at Tamswi to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Vaux Road Central.

Hongkong, 30th April, 1903.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
HITACHI MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 2nd May, at DAYLIGHT
RIONUN MARU	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 5th May, at 4 P.M.
KAWACHI MARU	KOBE and YOKOHAMA	FRIDAY, 8th May, at DAYLIGHT
KINSHU MARU	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 12th May, at NOON
BOMBAY MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 15th May, at NOON
WAKARA MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 16th May, at DAYLIGHT
KAGOHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 19th May, at NOON
K. Kori	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 19th May, at 4 P.M.
IYO MARU	C. H. Butler	

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through Passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

THE EAST ASIATIC COMPANY, LIMITED.

NOTICE.

STEAM FOR SHANGHAI AND KOBE.

THE Danish Steamer

"BINZANG."

Captain C. Jensen, will have quick despatch as above.

For Freight or Passage, apply to

MELCHERS & CO., Agents.

Hongkong, 22nd April, 1903.

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(With liberty to call at PHILIPPINE PORTS.)

THE "Shire" Line Steamship

"PEMBROKE" will be despatched on or about FRIDAY, the 15th May.

The American Asiatic Steamship Company's

"NORMAN ISLES" will be despatched on or about MONDAY, the 15th June.

For Freight, &c., apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 17th April, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAYRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 5th May, 1903, at 11 A.M. the Company's Steamship "YARRA," Captain Negro, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on Monday, the 4th May. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 26th April, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUZ, and PORT SAID.

(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"MARIA VALERIE"

Captain Berchovsky will be despatched as above on TUESDAY, the 5th May, P.M.

For information as to Passage and Freight, apply to

SANDER, WHEELER & CO., Agents.

Hongkong, 30th April, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN"

Captain Holmes, will be despatched as above on WEDNESDAY, the 6th May, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 15th April, 1903.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"COROMANDEL"

Captain F. J. Fox, carrying His Majesty's Mails, will be despatched from this Port for Bombay, on SATURDAY, the 9th MAY, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 27th April, 1903.

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

S.S. "CHU KONG" (Captain Mason).

DEPARTURES from Hongkong to Macao daily at 8 A.M. (Sunday included).

Departures from Macao to Hongkong daily at 2 P.M. (Sunday included).

This steamer is the fastest and has superior Cabin accommodation.

FARES:

1st Class \$2.00

2nd 1.00

3rd 0.50

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO.,

No. 42, Bonham Strand West.

Hongkong, 11th March, 1903.

CHINA NAVIGATION CO., LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DULY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE

AGENTS.

Hongkong, 9th January, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SALAZIE"

Captain Aubert, will be despatched for the above ports on or about TUESDAY, the 5th May.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 29th April, 1903.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also to BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA"

Captain Maganzini, will be despatched as above on TUESDAY, the 12th May, at NOON.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 29th April, 1903.

NATAL LINE OF STEAMERS.

THE Undermentioned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with IMPROVED CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th January, 1903.

NOTICE TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBROUGH, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENARTNEY"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 4th prox. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognized.

McGREGOR, BROS. & GOW.

Hongkong, 27th April, 1903.

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PATROCLUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 25th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 2nd May.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered a tor the 2nd May will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th May, or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th April, 1903.

AMERICAN ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA SUEZ CANAL.

THE Steamship

"BENARTY,"

Captain J. D. Savatier, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 2:30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & CO., General Agents.

Hongkong, 24th April, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 25th inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., General Managers.

Hongkong, 25th April, 1903.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, HAM-BURG, LONDON AND STRAITS.

THE Steamship

"DENBIGHSHIRE"

Captain W. A. Evans, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th prox. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th prox., at 2:30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & CO., Agents.

Hongkong, 28th April, 1903.

"LEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "HENMOHR."

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 30th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th May, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 24th April, 1903.

NOTICE TO CONSIGNEES.

